# **Option Comparison**

# features

### Street-End **Treatments**



Street **Treatments** 



Intersection

## evaluation

## **Operations**

# **Environment**

### Safety

### Cost

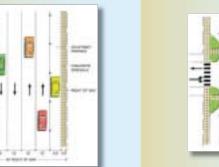
# corridor options



Porous pavement Street-End Treatment



Minor enhancements to existing roadway



Four-lane option with landscaped



Lack of center turn-lane creates disruption and delay when vehicles wait to turn left onto cross-streets or in and out of driveways. A single Street-End Treatment would reduce turning vehicles, improving operations.

Operations are impacted by

four-lane road characteristics.



Best

Good

#### Good

This option keeps the original four lanes of pavement along the corridor. Limited planting strips and trees along the corridor would be installed, to absorb stormwater runoff.



#### Good

Sidewalks and planter strips create a buffer zone between pedestrians and adjacent traffic. Crosswalk length is reduced at intersections. Bicyclists would utilize the existing wide parking lanes of the corridor.



#### **Lowest Cost**

Minimal property impacts for improvements to sidewalks, crosswalks, and landscaping help to keep the costs down.

**Moderate Cost** 

The addition of bike lanes, a

center median/turn lane, and

two street-end treatments

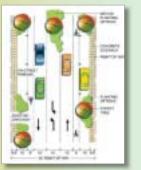
would result in a moderate

cost among the options.

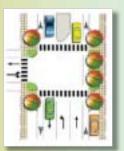




Cul-de-sac Street-End Treatment



3-lane configuration with bike lane



mamm

crosswalk area

Three-lane option with bike lanes

and landscaped crosswalk area



Three-lane option with bike lanes, landscaped crosswalk area and tree-

Center median and turn-lanes allow left-turning vehicles to wait outside of the flow of traffic, improving roadway efficiency. Two Street-End Treatments would result in improved performance along Rainier Avenue.



Better

# Best

areas.

Porous pavement for on-

street parking, trees and

landscaped areas would

Two intersections would be

improved with landscaping.

Street-End Treatments at four

selected intersections would

provide additional drainage

aid in absorbing runoff.

Center median and turn lanes allow left-turning vehicles to wait outside of the flow of traffic, improving roadway efficiency. Street-End Treatments at four intersections along Rainier Avenue would benefit corridor traffic, but affect local traffic patterns.



#### Better

Better Porous pavement for on-In addition to improved street parking, trees and sidewalks and crosswalks, landscaped areas would this option provides a bike aid in absorbing runoff. lane for cyclists through the corridor in both directions. Two intersections would be improved with landscaping.



This options features

shielding pedestrians from

adjacent traffic. Street-End

Treatments would provide

physical buffer from Rainier

Avenue traffic. Bike lanes in

both directions are provided.

local residents with a

a wide buffer zone,

**Best** 

## **Highest Cost**

Construction of four Street-End Treatments, a center median/turn lane. pedestrian amenities and four intersection treatments would increase property impact and cost.





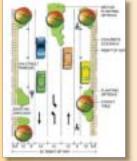






Rain garden Street-End Treatment





3-lane configuration with bike lane



lined median

RATINGS KEY:









